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to our affections. Of course, there are sides of Petrarch that are deliberately slighted. Petrarch the poet, for instance, has no place in this volume ; it is dedicated to the study of Petrarch the thinker and Petrarch the humanist. And this Petrarch will be found utterly worth while, undoubtedly one of the world's great leaders, who inspires our admiration when he makes his excursions into the uncertain realms of the intellect, and who claims our pity and tenderness when he falls victim to the medieval prejudices in his blood. It is interesting to observe how, much as in the case of the great intellectual pioneer of our own century, Goethe, the habits of scholarship gradually extinguished in him the fire of poetic invention, and it is delightful to note how in other respects, too, especially in his calm wisdom and perfect balance, he resembles, not so much Erasmus and Voltaire, to whom he is usually likened, as the great thinker of Weimar. Indeed, the circumstance that the author of the passionate *Canzoniere* is also the parent of the learned Latin epic *Africa*, seems to throw some light on the famous riddle presented in the fact that the poet of the First Part of *Faust* is also the author of Part Second.

On the cover of the book appears a sketch of Vaucluse by Petrarch's hand—a most pleasant trifle, and really far more expressive than most of the landscape work of the fourteenth century. On page 87 Giotto is probably a slip for Simone Martini. The book is admirably free from careless mistakes.

FERDINAND SCHWILL.

Drake and the Tudor Navy, with a History of the Rise of England as a Maritime Power. By JULIAN S. CORBETT. (London, New York and Bombay : Longmans, Green and Co. 1898. Two vols., pp. xvi, 436 ; viii, 488.)¹

THIS book is, as its title suggests, not merely a biography of a sailor, who was, in the author's opinion, the foremost of the men who determined the direction and extent of a movement which made England a "controlling force in the European system by virtue of her power over the sea ;" it is meant to be rather a history of the movement with Drake as the central figure—Drake, sea-rover, statesman, admiral, the "perfecter," Mr. Corbett claims, "of a rational system of sailing tactics," the "father of a sound system of strategy," the "first and unsurpassed master of that amphibious warfare which has built up the British Empire." In a word it is a lavish contribution to the history of the English navy based on wide reading of original and other sources, and illuminated throughout by brilliant constructive thinking.

As Mr. Corbett paints Drake's portrait upon the rich middle distance of Elizabethan maritime endeavor, so the history of Elizabeth's navy is in turn shown against a still broader background in the introductory essay on the naval art in the middle of the sixteenth century. It would perhaps be

¹ The following remarks apply to the first edition, possibly not always to a new edition which may have appeared before the present review.

more prudent to rest content, at least till after maturer study, with simply calling attention to the great value of this introduction; but in a spirit not so much of criticism as of unassuming inquiry, I am inclined to ask a few questions, in the hope that, even though unjustified, they may serve to call attention to the important subject discussed.

The middle of the sixteenth century was a period of marked transition. The ideas of the Middle Ages held their dark sway over the sea a century after they had been banished from the land, but the cradle of the modern naval art, if I interpret rightly, was not the landlocked Mediterranean, but the wilder North Atlantic. From England, not from Italy, came the sailors' Renaissance. The great transition was, of course, from oars to sails, from the intricate mathematical tactics which handled a fleet of galleys with the precision of infantry and cavalry, to the simple line of sailing ships passing and repassing the enemy with serpentine ease, and pouring into him first one and then the other broadside, the afterwards so famous closehauled line-ahead, the invention of which Mr. Corbett is, I think, the first to assign to a date so early as the Armada year. And here, with some diffidence, I make the query whether it would have been possible, after describing the transition of warship and tactics, to discuss more fully the old Italian ideas of strategy. Perhaps a minute discussion of the Lepanto campaign would have served to emphasize still more sharply the great advance made in the naval art when, for the galley and galley warfare, the English substituted their own type of galleon, and their revolutionary sailing tactics and strategy. And, though not overlooking Mr. Corbett's remarks on the important ideas of Menendez, I am tempted, somewhat anticipating later chapters, to ask further whether one could not trace in greater detail an evolution of Spanish naval thought from Lepanto through the campaigns in the Azores to the Armada, an evolution which might perhaps correspond to the development of the famous Santa Cruz, who as a rowing-admiral commanded a squadron of galleys at Lepanto, as a sailing-admiral led a Spanish fleet to victory at San Miguel and at Terceira, and took a prominent part in the organization of the English Enterprise, though he did not live to lessen the disaster of 1588.

By a happy coincidence, the year that most clearly shows the transition from oars to sails was, Mr. Corbett thinks, probably the very year in which "the first great sailing-admiral the world ever saw came obscurely into being." His brilliant biographer carries us with Drake's boyhood "along the flood of religious passion," with his youth along the "more silent but no less deep and powerful flow of an aggressive and expanding commerce in search of new markets," and finally launches him upon his career as the great sailor of the Reformation. Mr. Corbett, however, does not permit his interest in the man to outweigh his interest in the navy. He has great naval lessons to teach, and does it with such skill and vigor that his most abstruse chapters could hardly lack fascination even for a platonic lover of history, while it is difficult to find in any historical work pages more thrilling than those which tell the deeds of

the English sailors who burst through the barriers set up by the Pope into the fabulous new Spanish and Portuguese worlds of East and West, and filled their fearless heretic hands with the treasure that might have helped to make England, if not all Europe, Catholic and Spanish. I need not here discuss the details of this wonderful story, but shall doubtless be pardoned for lingering a little over Mr. Corbett's account of the Armada campaign. His discussion of the English strategy before the appearance in the channel of the Spanish fleet is important, and especially interesting to the curious in the history of tactics is his theory, which I have already mentioned, that the English fleet sailed in closehauled line-ahead in their first engagement with the Armada. Mr. Corbett's description of this first battle is very clear. His opinion that the English directed their fire chiefly to the weathermost point of the Spanish formation is a further contribution to the history of tactics. The description, modestly called by Mr. Corbett "the confused picture that it is possible to restore," of the Portland action is also a brilliant effort. His hypothesis in regard to Drake's movements is most interesting. To the change in the English fleet-formation resulting from this battle Mr. Corbett devotes a suggestive discussion. It was "the first attempt of the new school to formulate an order of battle suitable to their tactics," and it is interesting to find this new order emphasized in the description of the ensuing battle off the Wight. This description is perhaps not quite so happy as those of the first two actions. The theory that an attack by Hawkins and Drake upon the weathermost ships of the Spanish vanguard with a view to driving the whole Armada upon the Owers decided the day, is very taking, but I am not yet prepared to pass judgment upon it, nor upon the high estimate of the importance of this Wight action. Mr. Corbett's account of Gravelines again is very instructive. His original theory, however, that "the battle was on the eve of returning a harvest of prizes as rich as did Trafalgar, when suddenly, in the Spaniard's last extremity, a squall swept down . . . and changed the face of the day," does not yet convince me, but I may have overlooked some of the evidence in favor of it.¹ However, squall or no squall, Mr. Corbett thinks the English victory was complete enough, and mainly attributes the success to "a regular trained navy of specially built warships." It was "England who had the formal navy, not Spain, and it was the navy not the privateers that decided the campaign."

A discussion of the lessons taught England by the fight with the Armada serves admirably as an introduction to Drake's resolve to attack Lisbon, and the consequent expedition. To this famous "Portugal adventure," the "English Armada," which "ended almost as miserably as that of Spain," Mr. Corbett devotes a noteworthy chapter. But

¹ Some of my doubts are whether (cf. II. 289, n. 2) *aguacero* and *mollisnar*, or even the expression *entrar la mar* imply necessarily a dangerous wind, and whether (cf. II. 289, n. 1) *vuelta* does not apply to Medina Sidonia instead of to a squall. Mr. Corbett himself calls attention to "the complete silence of the English authorities on this squall."

although the affair was regarded in England as a disastrous failure, he endorses Camden's opinion that England was in some respects a gainer from it, and maintains that "as a demonstration of the inherent weakness of Spain, which it had been Drake's life's work to teach his countrymen, it was final and complete."

To Drake, however, the Portuguese adventure brought disgrace, and in this way, as Mr. Corbett points out, proved a disaster to England. For in consequence of Drake's retirement the war "sank to mere commerce-destroying," a new state of things from which the lessons to be learned are "amongst the sharpest and most valuable" of the war. During these years of Drake's disgrace and the abandonment of his policy of offence, Spain grew constantly more powerful at sea, and England found herself at last confronted with the prospect of a new invasion still more formidable than the last. But Drake was finally recalled and thus we have the touching "Last Voyage," which, although over it hung the fatal ignorance that Spain had become a "great sea-power," nevertheless shows us the exact point to which Drake had carried the art of tactics at the moment of his death. "His work was done, his school was founded," and "even as he passed away, distraught with failure, England was fairly launched upon the course that brought her to the empire of the seas." I may perhaps be permitted to add to these closing words, that Mr. Corbett's book has so vividly emphasized the great lessons of Drake's career that the old drum at Buckland Abbey, which the legend says can summon him whenever England is in danger, need never beat again.

W. F. TILTON.

The Life and Letters of George Savile, Bart., First Marquis of Halifax, with a new edition of his Works now for the first time collected and revised. By H. C. FOXCROFT. (London, New York and Bombay: Longmans, Green and Company. 1898. Two vols., pp. xv, 511; vii, 587.)

THE thoroughness with which Miss Foxcroft has gone about her work lays students of English history of the period of the Revolution of 1688 under an indebtedness to her—an indebtedness greater than to any English woman who in recent years has engaged in historical research. Roughly speaking, three-fourths of the pages of Miss Foxcroft's two large volumes are occupied with the biography and letters of Halifax. The remaining one-fourth is given up to a collection of Halifax's political tracts and other writings; and in this department, that is as an editor, Miss Foxcroft has displayed the same industry and painstaking care as characterize the biography. The full and eventful political life of Halifax began in 1660, when, for the first and only time, he was of the House of Commons, as one of the representatives of the Yorkshire borough of Pontefract, in the Convention Parliament. Miss Foxcroft takes up Halifax's public career from this time, and goes with great ful-